Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently amended) An amphibious vehicle comprising:

(i) a main hull having opposing sides for providing the primary buoyancy of the vehicle;

(ii) a deck on the main hull for carrying a load;

(iii) [[(ii)]] a sponson positioned on and mounted to each side of the main hull; and

(iv) [[(iii)]] fore and aft road wheels,

the sponsons being movable relative to the main hull and relative to said fore and aft wheels between

(a) a stowed position where each sponson is below the deck, adjacent and positioned laterally to one of said opposing sides of said main hull with the main hull between the sponsons, ~~to and located to one side of said main hull,~~ and

(b) a deployed position wherein each sponson is deployed from below the deck and is spaced from respective sides of said main hull and additional buoyancy providable by said sponsons provides additional stability to the main hull.

2. (Cancelled)

3. (Previously presented) An amphibious vehicle as claimed in Claim 1 wherein said fore and aft wheels are on the hull.

4. (Previously presented) An amphibious vehicle as claimed in Claim 1 wherein said sponsons are each spaced at least one hull width away from the said hull when in said deployed position.

5. (Previously presented) An amphibious vehicle as claimed in Claim 1 wherein said sponsons are substantially flush with the said hull when

in said stowed position.

6. (Previously presented) An amphibious vehicle as claimed in Claim 1 wherein said sponsons are positioned substantially parallel with said main hull when in said stowed and deployed positions.

7. (Previously presented) An amphibious vehicle as claimed in Claim 1 wherein each of said sponsons is mounted with respect to the said main hull by a linkage of pivoted arms.

8. (Previously presented) An amphibious vehicle as claimed in Claim 7 wherein each sponson comprises part of respective parallelogram linkages pivotally mounting said sponsons to said main hull.

9. (Previously presented) An amphibious vehicle as claimed in Claim 7 wherein each sponson is pivotally mounted with respect to the main hull about pivot axes inclined with respect to a longitudinal plane bisecting said hull such that the sponson is raised with respect to the hull when moved from its stowed to deployed position.

10. (Previously presented) An amphibious vehicle as claimed in Claim 9 wherein each sponson moves in an aft direction with respect to the vehicle when moved from its stowed to deployed position.

11. (Previously presented) An amphibious vehicle as claimed in Claim 1 wherein the road wheels are movable between a fully deployed position for road use and a stowed position for water borne operation, whereby the ride height of the vehicle on land can be adjusted by positioning the said wheels intermediate the said fully deployed and stowed positions.

12. (Previously presented) An amphibious vehicle as claimed in Claim 11 wherein the road wheels are pivotally mounted with respect to the main hull of the vehicle for movement between their said respective stowed and deployed positions.

13. (Previously presented) An amphibious vehicle as claimed in Claim 1 wherein said vehicle is self-propelled on water and on land.

14. (Currently amended) An amphibious vehicle as claimed in Claim 1 wherein said ~~vehicle further comprises a deck on the hull for load carrying.~~ deck extends beyond said opposing sides of the hull.

15. (Currently amended) An amphibious vehicle as claimed in Claim [[14]] 1 wherein said vehicle is a passenger vehicle and further comprises a passenger cabin.

16. (Original) An amphibious vehicle as claimed in Claim 1 wherein the vehicle comprises has fore and aft ends and further includes a transom extension member for increasing the effective water line length of the vehicle by at least 5%, said transom extension member being moveable between a stowed position in which the transom extension member is stowed substantially flat against the aft end of the vehicle and a deployed position in which it is substantially parallel with the water line. .

17-18. (Cancelled)

19. (Original) An amphibious vehicle as claimed in Claim 1 wherein the hull comprises at least one propeller tunnel.

20. (Original) An amphibious vehicle as claimed in Claim 19 wherein the vehicle comprises a pair of propeller tunnels.

21. (Previously presented) An amphibious vehicle as claimed in Claim 19 wherein the propeller tunnel has a depth dimension greater than half the diameter of the propeller with the respective tunnel.

22. (Currently amended) An amphibious vehicle as claimed in Claim 19 ~~20 wherein the tunnels comprise~~ further comprising at least two offset flow direction flaps pivotally mounted towards a downstream end ~~thereof for directing~~ of said tunnel, which, when in use for turning, act to direct output flow from the propeller exiting the tunnel in a determined turning direction and being otherwise offset from the output flow from the propeller so as to not substantially affect the output flow from the propeller exiting the tunnel.

23. (Currently amended) An amphibious vehicle comprising:

(i) a main hull for providing the primary buoyancy of the vehicle;

(ii) a sponson positioned on and mounted to each side of the main hull, the sponsons being movable relative to the main hull between

(a) a stowed position where each sponson is adjacent to and substantially flush with said main hull and said main hull is between the sponsons; and

(b) a deployed position, wherein each sponson is spaced from said sides of said main hull and additional buoyancy providable by said sponsons provides additional stability to the main hull.

24. (Previously presented) An amphibious vehicle as claimed in Claim 23 wherein the amphibious vehicle further comprises a load carrying deck on the hull and wherein the sponsons are located beneath the deck in the stowed position.

25. (Previously presented) An amphibious vehicle according to claim 24 further comprising a passenger cabin on the deck.

26. (Previously presented) An amphibious vehicle according to claim 24 wherein the sponsons are deployed to a position out from beneath the deck in the deployed position.

27. (Currently amended) An amphibious vehicle having:

(i) a main hull for providing the primary buoyancy of the vehicle;

(ii) a deck positioned over the main hull;

~~(ii)~~ (iii) a sponson positioned on and mounted to each side of the main hull; and

~~(iii)~~ (iv)fore and aft road wheels,

the sponsons being movable relative to the main hull and relative to said fore and aft wheels between

(a) a stowed position where the sponsons are stored in regions between said fore and aft wheels and under said deck and where each sponson is adjacent to and located to one side of said main hull and said main hull is between the sponsons, and

(b) a deployed position wherein each sponson deployed out from under said deck and is spaced from respective sides of said main hull and additional buoyancy providable by said sponsons provides additional stability to the main hull.

28. (Previously presented) An amphibious vehicle as claimed in Claim 27 wherein the amphibious vehicle further comprises a load carrying deck on the hull and wherein the sponsons are located beneath the deck in the stowed position.

29. (Previously presented) An amphibious vehicle according to claim 28 further comprising a passenger cabin on the deck.

30. (Cancelled)

31. (New) An amphibious vehicle as claimed in Claim 1 wherein the sponsons have substantially the same orientation with respect to the hull in both stowed and deployed positions.

32. (New) An amphibious vehicle as claimed in Claim 23 wherein the sponsons have substantially the same orientation with respect to the hull in both stowed and deployed positions

33. (New) An amphibious vehicle as claimed in Claim 19 wherein the vehicle further comprises three offset flow direct flaps pivotally mounted towards a downstream end of said tunnels which, when in use for turning, act to direct output flow from the propellers exiting the tunnels in a determined turning direct and being otherwise offset from the output flow form the propellers so as to not substantially affect the output flow from the propellers exiting the tunnels.

34. (New) An amphibious vehicle as claimed in claim 32 wherein the flow direction flaps have aerofoil type cross-sections